of India or from its financnal institutions;

(b) whether the vessels earlier supplied by Korean shipyards did not last upto the declared age of each ship;

(c) whether the SCI has not locat ed any other competitive bidders of Western European countries nor has investigated the domestic resources with any foreign collaboration etc. before the above proposal; and

(d) if so, the facts and details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir. The Shipping Corporation of India has entered into contracts for the building of;

(i) 2 Product tankers of 43,900 DWT each at the shipyard of M/s. Hanjin Heavy Industries Company Limited.

(ii) 3 Container vessels of 1450 TEU capacity each at the shipyard of M/s. Hanjin Heavy Industries Company Limited, South Korea.

(b) The vessels so far acquired byShipping Corporation of India from Korean Shipyards are opera ting satisfactorily and are expected to last their normal life.

(c) and (d) The above orders were placed by Shipping Corporation of India after inviting global tenders from various shipyards.

Hurdles posed by Ports in promotion of Export

1921. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government's attention has been drawn to the news item under the caption "Indian ports a hurdle to export drive" as reported in the Indian Express dated the 23rd April, 1992;

(b) if so, the details thereof;

(c) whether various Indian ports are posing great hurdles in the promotion of exports; and

(d) if so, the steps Government propose to take to remove such hurdles?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Yes, Sir.

(b) The report speaks of poor pro-ductivity, high costs and delays in Indian ports which has resulted traffic frgm India being transhipped in Colombo.

(c) No, Sir.

(d) In order to make Indian Ports a centre for aggregation of container the Cabotage Law has been relaxed for a period of five years. Liberalisation of Stevedoring licences has brought about competition thus in reduction of costs. Productivity has also increased by introduction of greater mechanisation probably delays to ships have been drastically reduced.

Revival of payment of compensation for Passes

1922. SHRI SURESH KALMADI: SHRI RAJNI RANJAN SAHU:

Will the Minister of. SURFACE TRANSPORT be pleased to state:

(a) whether the Delhi Transport Corporation proposes to revive the payment of compensation for passes to private operators, after stopping such payments in December, 1991;

(b) if so, what are the reasons therefor, and the actual amount pay-

able by the Corporation in respect of each private bus for one day; and

(c) the additional annual financial burden to the Corporation as a result thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) and (c) Does not arise.

Four *Laning* Project for Bhubaneswar-Cuttack Jagatpnr Section

1923. SHRI PRAVAT KUMAR SAMANTARAY:
SHRI SARADA MOHANTY:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what are the reasons for delay with regard to the proposal to World Bank for financial assistance for the four laning project from Bhubaneswar Cuttack-Jagatpur section from 000 KM to 27.80 KM of the National Highway-5; and

(b) what are the other proposals received from the Government of Orissa which are pending with Gov* eminent for the development of Roads in the State and what steps Government are taking to provide sanction to these proposals?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) Although negotiations with the World Bank for the proposed loan have been held, the World Bank is yet to sign the loan.

(b) Apart from the above project, ten other proposals amounting to Rs. 1,330.90 lakhs for National Highways in Orissa are pending in the Ministry. These proposals will be scrutinised for their technical suitability, subject to finalisation of the Annual Programme for 1992-93.

Maintenance of National Highways in Orissa

1924. SHRI PRAVAT KUMAR SAMANTARAY; Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) what was the total demand from the Government of Orissa for the year 1991-92 for maintenance and repair of National Highways in Orissa and what was the sanctioned amount for that year and out of the above what's the actual amount received by the Government of Orissa for this year for the repair and maintenance of National Highways; and

(b).whether Government propose to augment the above amount for maintenance of National Highways during the year 1992-93?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) The Government of Orissa had projected abstract partis culars for Maintenance and Repairs of National Highways during 1991-92 amounting Rs. 838.00 lakhs, against which sanction was issued for Rs. 538.04 lakhs. In addition to this, estimates amounting to Rs. 664.79 lakhs were scrutinised for Flood Damage Repairs and Special Repair works during 1991-92 and sanctions issued for Rs. 224.14 lakhs. A total of Rs. 859.98 lakhs was released to Orissa during 1991-92 for Maintenance and Repairs with respect to above sanctions as well as spill-over maintenance works from previous years.

(b) Enhancement of maintenance grant for National Highways in Orissa during 1992-93 will depend upon availability of resources.